

Millions of Dollars for New Steamships and Trade Plans in America and Europe Are Tied Up by Delay in Deciding Panama Canal Tolls

Shipping Men, Exporters and Other Big Business Interests Plan to March on Washington for Immediate Settlement of Problem Which Blocks Advance of Commercial Enterprises.

FOREIGN COMPANIES ARE ASTOUNDED AT GOVERNMENT'S FAILURE TO DECIDE

Declare Opening of One of World's Greatest Engineering Works, Which Cost the United States \$375,000,000, Will Be Marred by Withholding of Charge for Vessels.

FRANCE SENDS COMMISSIONER TO STUDY PLANS

FAILURE of the government authorities at Washington to determine what tolls, if any, are to be charged for the passage of the Panama Canal is arousing shipping men and exporters in this and other ports to demand that there be a prompt settlement of the matter.

Congress is now creating with the problem of tolls, but it may not be settled at this session. There is a decided clash on the subject of whether American vessels should pay or not. How much toll foreign or domestic vessels must pay depends on the result of the fight in Congress.

Plans for the building of vessels and for the extension of trade, involving the expenditure of millions of dollars by American business men, are held up pending action in Washington. Foreign shipping interests, anxious to make use of the canal, are astounded by the delay, which they declare is sure to mar the opening it not injure for years one of the most stupendous engineering works in the history of the world.

With the opening of the \$375,000,000 Panama Canal less than a year and a half away, New York shipping men, exporters and merchants are preparing to move on Washington with a demand that the subject of tolls be settled at once, so that American business men may reap the rewards which they feel sure are to come with the opening of this great interoceanic waterway.

Opinions gathered by the HERALD in the last week indicate that scores of steamship lines are waiting for the government to decide what the tolls at the canal shall be before completing arrangements for using the canal. At present the subject of tolls is so unsettled that American as well as European shippers and shipping men are unable to tell whether it will be cheaper for them to use the Panama Canal than the present means and routes of transportation.

"Plans Now in Embryo." Mr. Emil L. Boas, director of the Hamburg-American line, said that at present "it is impossible to give any details of the plans under consideration by his company. We are not yet in a position to talk," said Mr. Boas. "A great deal has to be worked out in such a big question as this. It can be taken up as soon as the opening of the Panama Canal will not be without its effect on the business of the Hamburg-American line, but exactly what our directors will decide to do remains in the future."

"At present we have a service to the Gulf ports, and we operate in connection with the Cosmos line from the other side of the isthmus. That gives a service along the west coast as far as Seattle. It would be a natural thing to have some arrangement for through voyages."

"Everything must be in embryo at present. Until we know the cost of going through the canal it is impossible to figure out proposed voyages. Somewhere about Hong Kong probably will be the starting point, at which one route will be as expensive as the other, but a great many things have to be taken into consideration in determining that point."

"Must Have the Facts." Mr. J. W. Ryan, agent for the New York and South America line and for the Italian line, said: "It is only natural that we should go through the Panama Canal with our South American business. That will be the only way, but what we are going to do about our trade with the Orient we don't know. We can't tell. We haven't the data to work on, and until we get it we can't go ahead. We want to know what the tolls will be."

"There is a great deal of calculation to be done before we can tell where we are at. It is just a question of dollars and cents as to which of the two canal routes we shall use. There are three or four important points to be taken into consideration. Besides the canal dues there is the cost of coal and the convenience of coal stations and the length of time the vessel is in the way."

"Suppose there is a difference in favor of one canal in the way of tolls, the ship owner will have to set against that cost of coal and daily expenses in running his vessel in determining the extra distance he can go. You can see right away that until we have some solid basis of fact to go on it is hardly worth while to begin to figure at all. They are talking about having the canal ready for the first of next year. I wonder how long they are going to give us to get ready."

New Vessels Planned. The firm of W. R. Grace & Co., the well known South American shippers, has three new vessels on the ways, but their plans also depend on the settlement of the toll question. They were ordered to be delivered on the first of January next year. They were planned by the firm to care for the increased trade expected with the West Coast of South America after the canal is opened. Mr. Joseph P. Grace, president of the company and son of the founder, is in South America at present. Mr. M. Bouvier, one of the directors, said:

"When the change takes place we expect to have a tri-monthly service, and I imagine we shall have a capacity of about fifty per cent greater than the freight that will be offered. There are all kinds of possibilities in South America, but the fact must not be lost sight of that they are still possibilities. The total population of all the countries affected by the change is not big—Chile has about 3,000,000, Peru about 2,000,000 and Ecuador about 1,500,000, a total of about 6,500,000. Columbia will not, practically speaking, be affected at all. They already have ports on the Atlantic seaboard, and all their lines of communication have been built to these ports."

New Lines of Transportation. Often develop new trade, and that is what we shall have to look for in this case. Senator Brewster, the other day proposed that new vessels, owned by the State, to encourage new trade and shipping by way of the Panama. If he was thinking of South American trade he was wide of the mark."

Sees Aid to Railroads. Speaking of the subject of tolls and the preparations which his company is making for handling trade through the canal, Mr. George S. Dearborn, president of the

Steamship Lines Which Are Preparing to Use Canal

Line.	Vessels Ready.	Vessels Building.
American-Hawaiian.....	18	5
Edgar F. Luckenbach.....	6	2
W. R. Grace & Co.....	9	3
New York and South American.....	6	—
South American.....	—	6
Royal Mail.....	—	Waiting
Hamburg-American.....	—	Waiting
Hansa.....	—	Waiting

Scores of American and European lines to Orient and Australia. Waiting

effect of the opening of the canal is being considered. At the close of last month Funch, Edge & Co., New York representatives of the Hansa line, a German freight line, announced that they would enter the West coast trade as soon as the canal is opened. The New York representatives were unable yesterday, however, to say anything further as to the details of their plans.

It was announced last Tuesday from the Pan-American Bureau at Washington that word had been received from Valparaiso that the South American Steamship Company, of that city, had decided to build six fast passenger vessels for service from Valparaiso to New York through the Panama Canal. It was said that preparations for building were under way.

"Anything our company decides to do will be settled on the other side," said Lloyd B. Sargent, assistant general manager of the Royal Mail Steam Packet Company. "Half a dozen plans have been prepared and none adopted. I cannot talk about the plans, as it may be that in the end something altogether different from the present proposals will be adopted."

President Urges Settlement. "It is true that the Royal Mail Steam Packet Company has voyages in connection with the Pacific Steam Navigation Company, and the inference might be drawn that a through service by way of the canal will be used instead of the old route, but it may be difficult to infer what is in the minds of our directors in London."

Several proposals have been made to Congress as to the settlement of the question of tolls. About a year ago Representative James R. Mann, of Illinois, then chairman of the Committee on Interstate and Foreign Commerce, introduced a bill to authorize the President to fix the charges to be paid by vessels using the canal. The bill provided that the charges be not less than fifty cents, except in the case of vessels owned in the United States and the Republic of Panama. In the bill it also was proposed that steamships owned by railroad companies should be charged the highest toll rates.

In a bill introduced by Senator Flint, of California, chairman of the Committee on Intercoastal Canals, it was proposed to charge a toll of \$1.50 a ton and not less than fifty cents, except in the case of vessels owned in the United States and the Republic of Panama. In the bill it also was proposed that steamships owned by railroad companies should be charged the highest toll rates.

At various times during the last year President Taft has urged legislation to settle the question. At the beginning of last December a committee of twenty-two representatives went to the canal zone to collect first hand information and inquire into the question of tolls. Their dispatches from Washington indicate that there will be a great deal of discussion before the matter is settled finally.

As published in the HERALD on Saturday, Representative William C. Adamson, chairman of the House Committee on Interstate and Foreign Commerce, says he favors a charge of \$1.25 a ton based on displacement for each vessel and an additional \$1.50 for each passenger carried. He is strongly opposed to any discrimination in favor of American vessels.

BIG TRADE INCREASE IN NEW YORK PREDICTED

Director General of Pan-American Union Sees Great Activity in South America.

HERALD BUREAU.
No. 1502 H STREET, N. W.,
WASHINGTON, D. C., Sunday.

"It is safe to say that the trade of New York city with the west coast of South America will be doubled in ten years after the opening of the Panama Canal." This is the prediction of John Barrett, director general of the Pan-American Union, who sees great advantages for New York from this trade and who already is making arrangements to pave the way for the trade increase which is coming. New steamship lines from Chile and Peru to New York city are planned, he says, and commercial and manufacturing companies are active both in the United States and in South America.

"When the canal opens there will be one or two vessels weekly plying between New York and South American ports," said Mr. Barrett. "The advantages of the canal to these steamship routes is manifest as aside from other considerations the length of the journey from New York city to practically all important points in South America will be lessened by about a week."

Mr. Barrett points out that steamship routes connecting New York city with Buenos Ayres for example, provide vessels which take from twenty-one to twenty-five days to make the trip. By taking the vessel through the canal to Valparaiso, Chile and going over the Transandean Railway to Buenos Ayres the trip from New York can be made in less than twenty days. Mr. Barrett believes that the vessels plying between New York and the West Coast will carry all mail because of the saving of time.

Another important advantage which will result from the new steamship lines through the canal will be, it is explained, the impetus which these new lines will give to steamship companies plying between New York and Rio de Janeiro and Buenos Ayres. If these companies wish to compete with the vessels going through the canal they will have to keep their service at a high point of efficiency.

"Details as to just what companies in South America are planning to increase their trade after the canal opens and detailed accounts of what they hope to do have not been received at the Pan-American Union," said Mr. Barrett, "but judging from the great interest already shown in South America and the United States as well the trade increase will be tremendous. I hardly dare predict in figures what the trade will be, but the city of New York and South America would amount to provided New York merchants took advantage of the opportunity."

"And it seems as if they are taking advantage of their opportunities. Judging from the mass of letters and inquiries that come pouring into the offices of the union from large American firms having headquarters in New York city and from the South American firms planning to trade or increase their trade with New York, the advantages of the canal to New York city are being grasped fully."

"Hundreds of American firms have rep-

TO FIGHT RETURN OF CANAL TOLLS

Representative Adamson Insists That American Vessels Bear Full Share with Foreign Craft.

HERALD BUREAU.
No. 1502 H STREET, N. W.,
WASHINGTON, D. C., Sunday.

Before the present session of Congress is ended the policy of the United States with reference to Panama Canal tolls will doubtless be settled. The administration and Representative William C. Adamson, of Georgia, chairman of the Interstate and Foreign Commerce Committee of the House, are at odds over the question. A fight is coming as to whether American shipping shall receive any preference. Several plans have been suggested, but it is too early to tell what the outcome will be.

The position of the administration is stated clearly by the Commissioner of Navigation and by President Taft. The Commissioner lays in his annual report: "The American contribution for the maintenance of the Panama Canal, like American contributions to the army and navy and every other form of national defense and for every other form of improved waterways, in fairness to all concerned, ought to be paid not by a direct levy on American shipping, but by appropriations from the Treasury of the United States, equivalent to a general contribution by the whole American people."

"Whether nations shall see fit to appropriate money from their treasuries to pay Panama Canal tolls or merchant vessels under their respective flags is a matter for them to determine. If they do so, they will be well within their treaty rights, as it is well within ours to provide a permanent annual appropriation from the Treasury to pay the tolls of all American ships."

Mr. Taft in a special message to Congress last month said:

"I am very confident that the United States has the power to relieve from the payment of tolls any part of our shipping that Congress deems wise. We own the canal. It is our money that built it. We have the right to charge tolls for its use. These tolls must be the same to every one, but when we are dealing with our own ships the practice of many governments of subsidizing their own merchant vessels is so well established in general that a special equity is equivalent to a remission of tolls, cannot be held to be discrimination in the use of the canal."

On the other hand, Mr. Adamson, just after returning from the stimulus a few days ago, said:

"I do not believe the American people should be robbed to benefit American ship owners any more than to benefit foreign ship owners. The Treasury of the United States should get the benefit of the tolls paid by every ship using the canal, American or foreign."

Not all of the democrats of the House and Senate think so. Mr. Adamson does, but it is too early to tell how the matter is going to be decided. The Adamson committee will take up the question next week.

GET 1,500 MEN TO BREAK DOCK STRIKE

Boston Longshoremen May Retaliate by Calling Out Freight Handlers to Make Tie-Up Complete.

BOSTON, Mass., Sunday.—Nearly fifteen hundred strike breakers were brought into Boston to-night from New York State, guarded by private detectives, to work in the places of longshoremen who on Thursday struck on the docks of the foreign steamship companies for an increase in wages.

While the strike breakers were arriving the members of the longshoremen's council at a meeting held in Charlestown were discussing the strike situation and deliberating upon the advisability of calling out the freight handlers, who number 3,000 men, a strike of whom would practically tie up all movements of freight.

The strike breakers were taken immediately to the warehouses of the various steamship companies and housed.

In the New York Hotels. St. Regis—Mr. and Mrs. Paul Andrews, Newport, and Mrs. James Carstens, Philadelphia.

Revere—Mr. and Mrs. W. A. Ness, Boston, and Mr. and Mrs. George E. McQuesten, Boston.

Imperial—Mr. John S. Spear, St. Mary's, Pa., and Mr. and Mrs. R. D. Magill, Buffalo, N. Y.

Netherland—Mr. A. C. Lynd, Baltimore, and Mr. W. A. Richards, Buffalo, N. Y.

Victoria—Mr. John E. Warren, Detroit, and Mr. Edward N. Bush, Pittsburgh.

Hotel Astor—Mr. and Mrs. Franklin M. Coplin, Philadelphia, and Mrs. Louise Brandes, Paris.

Marle Antoinette—Mr. and Mrs. H. W. Griffiths, Indianapolis, and Mr. and Mrs. N. H. Minette, Colorado Springs.

Hotel Square—Mr. Charles Darby, Jacksonville, Fla., and Mr. William J. Condon, Boston.

Manhattan—Mr. Robert H. La Port, Syracuse, N. Y., and Mr. Hugo N. Page, Jr., Norfolk, Va.

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EXPOSITION TO BE HELD IN MANILA \$250,000 AT STAKE IN FEUD OF TONGS

All Branches of Life and Industry in the Philippines Will Be Shown.

Chinatown Resorts Crowded as Gamblers Listen for Barking of Revolvers.

WRITES ABOUT PLANS

50 FANTAN GAMES GOING

W. W. Barclay, Director General, Invites Merchants of America to Send Exhibits.

Laundry Strike Fills Chinese Pockets and Many Answer Hamilton's Welcome.

SAN FRANCISCO, Cal., Saturday.—W. W. Barclay, director general of the Philippine Exposition, to be held in connection with the Philippine Carnival, next February 3 to 10 inclusive, has sent the San Francisco Chamber of Commerce this account of the preparations for what is to become an annual event at Manila:

"The Philippine Exposition is to consist of an exhibit of the agricultural, industrial and commercial products of the islands. To maintain the exposition the Philippine Legislature at its last session made a special appropriation, which will be utilized for the construction of suitable buildings to house the exhibits."

"The exposition will be held on Wallace Field, a large terrain, which was formerly the camping ground of the American troops in the days of the Philippine insurrection. Its location is splendid, being directly opposite Manila's famous bay, close to the bay. The provincial exhibits, which will form the major part of the exposition, were formerly a part of the annual carnival and proved one of that big show's most attractive features."

Much Rivalry Shown.

"A very healthy spirit of rivalry was fostered in former years among the respective provincial officials by giving good prizes for the best exhibits, and a most comprehensive number of exhibits will be on view at this exposition. They include principally agricultural products, such as rice, coconuts, fruits of all kinds, hemp, rubber, manure, palay of many and various kinds, corn and all other products which are raised in abundance in the Philippines."

"The industrial exhibits will be most interesting to the visitors. Provincial officials will bring to the exposition artisans who make Baling and Calasao hats, which rival the famous Panama product. Women weavers of the beautiful shawm, jua and pina cloths, renowned for their gossamer like appearance, will also be brought to the exposition to weave these materials on the ground. Workers in silver and other metals will be sent to the exposition by their respective provinces."

"Another part of the exposition which will prove immensely interesting to all who come to it will be the exhibits of the various government bureaus. These will display specimens of articles of the work that each bureau has charge of. The Bureau of Forestry will have a large exhibit. The hard woods of the Philippines work up splendidly and are finding a ready market in many parts of the world."

"The Bureau of Constabulary, viz., the civil police force of the islands, will have an exhibit containing specimens of arms and equipment. The Bureau of Education, the most important part of the government, will have a large building set apart for its own exhibits, which will include the work of pupils in all grades from all over the islands."

Merchants Invited.

"The bureau of public works, internal revenue, navigation and agriculture will all have fine exhibits, the latter including in its own a splendid live stock display of horses, cattle, pigs and poultry."

"Merchants of Manila, especially the big importing firms, have always excited at the annual carnival and will this year be included in the exposition. Agricultural implement importers especially will have fine exhibits, sugar and rice mills in full operation being their most attractive and interesting features. Importers will have booths where they will exhibit their wares, the erection of which will be at their own expense."

"We would be very glad indeed to welcome any of the merchants who desire to exhibit at our exposition. The cost of construction of buildings and the expense of lighting the same for the full exposition week has been estimated at \$350 to \$400 (Philippine currency) a square meter. This will be the only expense your merchants will have to meet in exhibiting, as the exposition officials grant them free ground space. Even if none of the gentlemen of your association decides to take part, we sincerely hope that some of them will visit Manila at that time, and I personally assure you that they are sure to receive a warm welcome and be afforded every facility for viewing the exposition and interesting sights of the islands."

"Welcome to the Paradise of Wealth!" Although Chinatown lived yesterday in expectation of a resumption of the battle between the On Leong Tong and the Hip Sing Tong, its ears were not deaf to the invitation of the "hom-tan," or caller, stationed outside the gambling houses, to step inside and try one's fortune.

Residents of the quarter and its army of colonial visitors felt that the sharp bark of guns might be heard at any moment, but they filled the gambling houses and probably never before in the history of Chinatown has the play run higher. The play ran high and big sums were lost and won, because the pocket of every visitor to Chinatown bulged with money. The laundry strike has filled the money drawers of the Chinese laundries, and from every part of Manhattan, from Brooklyn and from the Bronx the Celestials went to play.

Apprehension that the police might put the lid down because of the shooting Friday night has been found to be groundless. Every gambling house ran openly, and is Mott, Pell and Doyers streets could be heard the cry of the "hom-tan."

"Welcome to the Paradise of Fortune."

A Struggle for \$250,000. But while the proprietors of the gambling houses were kept busy raking in bills and heaps of silver they were ill at ease, for they knew that the new light of the On Leong and the Hip Sing is a struggle between these two powerful organizations to decide which shall get the larger share of the \$250,000 that is said to be paid annually as tribute for protection in running their games.

There were also uneasy because of the presence in Chinatown of two mysterious "investigators." These strangers were known to be in consultation with men who knew all that goes on in the quarter, and even the leaders of the Tong decided that it would be better to postpone hostilities until their mission became known. According to reports which these "investigators" are said to have received, the recent shooting could not have occurred had "Charley" Boston not been sent to prison for opium smuggling. It was Boston, they were informed, who decided what division should be made of the tribute money.

Old Feud Is Renewed. Since Boston went to prison two men, one a power in the On Leong and the other prominent in the councils of the Hip Sing, have been ambitious to be his successor.

The On Leong decided that only by a resumption of the old feud could the supremacy be settled, and they sent out their "gun men" to kill off the Hip Sing leaders. These men killed King Yoo, president of the Hip Sing, and seriously injured the vice president.

There are five games of chance played nightly in Chinatown. These are fan tan, tax fau, lottery, poker and pie govt. Fan tan and Chinese lottery are the most popular.

In Mott street, which is the stronghold of the On Leong, there were in operation last night twenty-one fan tan games and twenty-one tax fau games. In Pell street, boasted twenty-four fan tan games and eight lotteries, while in Doyers street there were five fan tan games and two lotteries in operation. The Pell street and Doyers street games are under the protection of the Hip Sing.

The tribute paid by most of the proprietors of these games is \$10 a week. Some of the smaller games pay only \$5, but the total of all amounts to nearly \$20 a week. If a proprietor fails to pay his house is closed. Sometimes the police make a raid on a game, but so long as the tribute is paid promptly there is little danger of interference. It is said for information is not submitted to the authorities. The ultimate disposition of the \$250,000 annual tribute which the gamblers are said to pay to the tongs is something that the "investigators" who visited Chinatown yesterday are said to be much interested in discovering.

CHURCHGOERS WATCH A FIRE.

Persons going to St. Patrick's Cathedral, St. Thomas and the Presbyterian church yesterday morning saw firemen fighting flames in a chimney on the roof of the Hotel St. Regis. The fire was seen first by Policeman Smyth, of the East Fifth street station, who went to the hotel roof and used an extinguisher, but the blaze grew, and he turned in an alarm.

The firemen, who fought the fire for half an hour before it was under control, were in danger of falling into the water, which separated the chimney from the hotel. The damage was trifling, and persons in the hotel were not disturbed.

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SPECIAL NOTICES.

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